

**CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2006 State Transportation Improvement Program (STIP) Augmentation**

Resolution No. G-07-__

- 1.1 WHEREAS Government Code Section 14529 requires the California Transportation Commission biennially to adopt and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 WHEREAS the Commission adopted the 2006 STIP on April 27, 2006, and
- 1.3 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on the November 7, 2006 ballot, and
- 1.4 WHEREAS Proposition 1B authorized \$2 billion in general obligation bond proceeds to be available to augment STIP funds from other sources, subject to appropriation by the Legislature, in the same manner as other STIP funds, and
- 1.5 WHEREAS the Commission, in reliance upon the authority granted in Section 14525 to account for unexpected revenues or other unforeseen circumstances, initiated a special programming cycle on November 8, 2007, to augment the 2006 STIP in advance of the 2008 STIP, and
- 1.6 WHEREAS the Commission agreed that the 2006 STIP Augmentation fund estimate should include updated estimates of all available revenues and not Proposition 1B proceeds alone, and
- 1.7 WHEREAS the Commission's purpose for the 2006 STIP Augmentation was to advance the programming of funds for STIP projects that Caltrans and local agencies can deliver prior to the adoption of the 2008 STIP and to provide an early opportunity to program new STIP projects with the added capacity provided by Proposition 1B, and
- 1.8 WHEREAS the Commission adopted the 2006 STIP Augmentation fund estimate and supplementary guidelines for the 2006 STIP Augmentation guidelines on December 14, 2006, and
- 1.9 WHEREAS the 2006 STIP Augmentation fund estimate identified \$2.0 billion in capacity available for any STIP purpose, including Proposition 1B bond proceeds and Proposition 42 Transportation Investment Fund (TIF) transfers, and
- 1.10 WHEREAS the fund estimate also identified \$632 million in capacity from the Public Transportation Account (PTA) that is available only for mass transportation purposes, and
- 1.11 WHEREAS the fund estimate identified State Highway Account funds (including federal funds) as insufficient to fund the State Highway Operation and Protection Program (SHOPP) and thus not available for the STIP, except for transportation enhancement projects, and
- 1.12 WHEREAS the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner, and
- 1.13 WHEREAS the statutes make 75% of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and

- 1.14 WHEREAS the statutes make the remaining 25% of all new STIP funds available for the interregional improvement program, with projects to be nominated by the Department of Transportation (Caltrans) in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.15 WHEREAS the fund estimate identified county and interregional shares for the four-year county share periods ending 2007-08 and 2011-12, and
- 1.16 WHEREAS the fund estimate identified, for each county and the interregional share, programming targets based on capacity for the 2006 STIP period ending 2010-11, including highway targets based on capacity available excluding PTA and total targets based on capacity including PTA, and
- 1.17 WHEREAS the supplementary guidelines called for the submission of regional transportation improvement programs (RTIPs) and the interregional transportation improvement program (ITIP) by April 2, 2007 and the adoption of the 2006 STIP Augmentation by June 7, 2007, and
- 1.18 WHEREAS the Commission has received and reviewed the 2006 Augmentation RTIPs and the 2006 Augmentation ITIP submitted on or about April 2, 2007, as well as various amendments and corrections submitted subsequently, and
- 1.19 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in San Luis Obispo on April 27, 2007, and the other in Sacramento on May 2, 2007, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the Department's objections to any RTIP, and has considered the testimony heard at those hearings along with further written and oral comments, and
- 1.20 WHEREAS the Commission staff recommendations for the 2006 STIP Augmentation were published and made available to Commissioners, the Department, regional transportation agencies, and county transportation commissions on May 17, 2007, and
- 1.21 WHEREAS those staff recommendations conform to the fund estimate and other requirements of statute for the STIP,
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2006 State Transportation Improvement Program Augmentation to include the program described in the staff recommendations, including Attachments A and B to this resolution, and
- 2.2 BE IT FURTHER RESOLVED that, except as otherwise noted in the staff recommendations or this resolution, the 2006 STIP Augmentation includes all projects remaining from the 2006 STIP, as currently amended, for which funding has not yet been allocated, and including the project support costs associated with capital outlay costs programmed in the 1996 STIP, and
- 2.3 BE IT FURTHER RESOLVED that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2006 STIP Augmentation subject to verification by the Department at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 BE IT FURTHER RESOLVED that each of the projects identified in the staff recommendations as eligible for Transportation Enhancement (TE) funding is included in the 2006 STIP Augmentation subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for TE funding, and

- 2.5 BE IT FURTHER RESOLVED that the Commission intends that all STIP projects that are eligible or could be made eligible for federal TE funds shall be funded from the state's federal TE apportionment, whether or not they are identified in the staff recommendations as TE-eligible and whether or not they are designated for programming from TE funds in the RTIP or ITIP, and
- 2.6 BE IT FURTHER RESOLVED that the Commission intends that all STIP projects for passenger rail, including grade separations on passenger rail lines, or for other public transit purposes be funded from the Public Transportation Account or, if eligible, from the state's Federal TE apportionment, and
- 2.7 BE IT FURTHER RESOLVED that the Commission intends that State Highway Account funds, including federal funds other than federal TE funds, be reserved for the State Highway Operation and Protection Program (SHOPP) and not be used for the STIP during the 2006 STIP period, except for the payment of outstanding GARVEE bond debt service, and
- 2.8 BE IT FURTHER RESOLVED that while the Commission is removing the portion of funding for the Stanislaus Route 120 Oakdale Bypass that was not grandfathered from the 1996 STIP in order to meet more immediate funding needs in Stanislaus County and elsewhere, the Commission is retaining the \$68.777 million that was designated for the Oakdale Bypass project in the 1996 STIP, as well as the grandfathered commitment to cover all support costs for the project, and
- 2.9 BE IT FURTHER RESOLVED that the Commission remains committed to the development and delivery of the Oakdale Bypass, that the Commission recognizes the continuing commitment of the Stanislaus Council of Governments (StanCOG) to the project and its intent to reprogram regional STIP funding for the project in the 2008 STIP, that the Commission recognizes the commitment of the Department to deliver the project by 2011-12, and that the Commission expects the Department and StanCOG to identify an appropriate scope, cost, and schedule for full programming of the project in the 2008 STIP, and
- 2.10 BE IT FURTHER RESOLVED that the Commission recognizes that construction of the Route 5/74 interchange, though not included in the 2006 STIP Augmentation, is the highest priority of the Orange County Transportation Authority for programming in the 2008 STIP, and that the Commission intends to give that construction priority consideration in the 2008 STIP, and
- 2.11 BE IT FURTHER RESOLVED that the Commission recognizes the high priority given by the Ventura County Transportation Commission to early programming of phase 2 of the Route 118 widening between Tapo Canyon Road and the Los Angeles County Line, and that the Commission intends to give this project priority for early programming in the 2008 STIP if capacity is then available, and
- 2.12 BE IT FURTHER RESOLVED that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2006 STIP Augmentation, consistent with the fund estimate, in order to reflect the most current information (including the lapse of projects at the close of the 2006-07 fiscal year) or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the July 26, 2007 meeting, and
- 2.13 BE IT FURTHER RESOLVED that the Commission recognizes that the 2006 STIP Augmentation leaves about \$72.5 million in Public Transportation Account capacity for 2010-11 unprogrammed, and that in recognition of proposals pending in the Legislature that could potentially reduce PTA funding for the STIP, the Commission does not intend to adopt STIP amendments to program this capacity prior to the adoption of the fund estimate for the 2008 STIP.

ATTACHMENT A
2006 STIP AUGMENTATION STAFF RECOMMENDATIONS
ERRATA

(All costs listed in \$1,000's)

County Share Summaries:

- Orange. For the Route 5 San Clemente Avenida Vaquero soundwall (#2580A), the implementing agency for R/W and construction is Caltrans, not OCTA.
- Sacramento. The \$1,450 in 2007-08 for Hazel Avenue improvements (#3139) is for R/W, not construction.

Interregional Share Summary:

- Under PTA projects, the implementing agency for Colton Crossing (#150D) is SANBAG, not RCTC.

ATTACHMENT B
2006 STIP AUGMENTATION STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS

(All costs listed in \$1,000's)

- Page 16 identified five regional agencies that had not submitted a performance measure report. Staff now finds that the list should not include three of those counties. The two regional agencies that have not submitted a performance report are Humboldt and Sierra. The staff recommendation is to withhold STIP allocations to any agency that has not submitted a performance measure report by the beginning of the 2007-08 fiscal year.
- Alameda. Change project description from Ashby BART concourse escalator improvements to concourse elevator improvements (#???). Change implementing agency from City of Berkeley to Bay Area Rapid Transit District (BART).
- Alameda. For Route 580 auxiliary and HOV lanes, segment 1 (#112A, a carryover project from the 2006 STIP), change the implementing agency from the Alameda County Congestion Management Agency (ACCMA) to Caltrans.
- Alameda. For the ACCMA Route 580 sound barrier in San Leandro (#139B), change the \$4,395 construction from 2007-08 to 2008-09.
- Alameda. Add the ACCMA Route 880 reconstruction, 29th to 23rd, from the RTIP for \$5,000 PS&E in 2008-09.
- Butte. For the Route 99 Chico auxiliary lane (#2410B), change the distribution of the \$16,000 to be programmed to \$4,515 for PS&E in 2007-08; \$1,445 for R/W and \$208 for R/W support in 2008-09, and \$5,438 for construction and \$4,394 for construction support in 2009-10. The change would bring the STIP programming into conformity with the project contract for Route 99 Bond funding of \$23,520 for construction.
- Butte. For the Route 99 Chico auxiliary lane, phase 1 (#2410), change R/W from \$100 to \$60 and R/W support from \$60 to \$100, programmed under the prior year.
- Colusa. For 2007-08, delete two City of Colusa local road rehabilitation projects: on Parkhill Road (#3L51) for \$119, and on Wescott Road (#3L60) for \$495. Add a City of Colusa project for city street rehabilitation at 8 locations (#3141) for \$614 in 2007-08 (\$36 PS&E, \$578 construction).
- Contra Costa. For the AC Transit Richmond Parkway park and ride and transit access project (#2011E), change \$12,700 construction from 2008-09 to 2009-10.
- Contra Costa. For the City of Richmond, Richmond BART station parking (#2011G), change \$10,100 construction (\$8,100 RIP and \$2,000 IIP) from 2009-10 to 2008-09.
- Glenn. For the City of Willows TE Gateway project, change the description to 2 Gateway signs along Tehama Street (Historic Route 99).
- Inyo. Delete \$826 for City of Bishop Warren Street rehabilitation (#2540) and \$1,700 for Inyo County rehabilitation of 7 town roads in Lone Pine.
- Inyo/Kern/Mono (including Interregional Program). Add \$25,592 for the Inyo Route 395 Olancho-Cartago expressway, to be funded with 40% from the Inyo county share, 10% from the Mono county share, 10% from the Kern county share, and 40% from the interregional program: \$3,912 for environmental in 2007-08 (40%=\$1,565; 10%=\$391); \$5,130 for PS&E in 2008-09 (40%=\$2,052, 10%=\$513); \$13,518 for R/W (40%=\$5,407, 10%=\$1,352) and \$3,032 for R/W support (40%=\$1,213, 10%=\$303) in 2008-09.

- Kern (Interregional Program). For Kern Route 46 expressway, segment 1 (#3386), change the component amounts for the \$19,040 to \$500 PS&E, \$5,300 R/W, and \$1,790 R/W support in 2007-08, and \$10,050 construction and \$1,400 construction support in 2008-09.
- Los Angeles. For the acquisition of 50 light rail vehicles (#4025), change \$56,240 from 2009-10 to 2010-11, so that total acquisition programming for the project is \$849 in 2008-09, \$26,671 in 2009-10, and \$91,140 in 2010-11.
- Mariposa. Delete project programming for Route 49 (#4149), including \$5.4 million that had been identified for construction, including support, and \$1,809 for increases in preconstruction costs. Add the following local road rehabilitation projects identified in the RTIP: Darrah Road (#2K11), \$35 PS&E and \$1,050 construction in 2007-08; Don Pedro subdivision (#2K12), \$10 PS&E and \$450 construction in 2007-08; Colorado Road (#3K12), \$31 PS&E and \$800 construction in 2007-08; East Westfall Road, \$17 PS&E in 2007-08 and \$438 construction in 2010-11; and East Whitlock Road (#3K14), \$15 PS&E and \$350 construction in 2007-08.
- Merced (Interregional Program). For the Merced Route 99 Delhi widening (#161), increase environmental by \$500, from \$2,000 to \$2,500.
- Modoc. The PTA-eligible project of the Modoc CTC is renumbered (#2449) and titled, "Transportation Center."
- Mono/Inyo/Kern (including Interregional Program). Add \$1,258 PS&E in 2007-08 for the Mono Route 395 Highpoint curve correction, to be funded with 40% from the Mono Inyo county share, 10% from the Inyo county share, 10% from the Kern county share, and 40% from the interregional program (40%=\$503, 10%=\$126).
- Monterey. On the Route 101 Airport Blvd interchange (#318), decrease construction from \$13,564 to \$13,064 and increase construction support from \$3,000 to \$3,500. For the Caltrain extension (#1155) and for the Coast Daylight/Caltrain track improvements (#1971), change the implementing agency from Monterey County to the Transportation Agency for Monterey County (TAMC). PPNO for MST buses is #1970.
- Napa/Solano (Interregional Program). On Napa/Solano Route 12, Jamieson Canyon widening (#367D), change construction from \$11,100 to \$11,110, in 2009-10.
- Nevada (Interregional Program). On Nevada Route 49 LaBarr Meadows (#4107), change \$750 R/W support from 2008-09 to 2007-08, to match R/W capital programming.
- Orange. For the Route 5/74 interchange (#4102) delete \$8,514 construction and \$6,261 construction support in 2010-11. Add \$10,000 construction for the Route 74 Ortega Highway widening, Calle Entradero to Antonio Parkway (#4110), in 2008-09, with Orange County as the implementing agency. Add \$2,619 for the Route 5 southbound auxiliary lane, Dyer to MacArthur (#3473), with \$166 for environmental, \$412 PS&E, \$4 R/W, and \$4 R/W support in 2007-08, and \$1,662 construction and \$371 construction support in 2009-10. Add \$2,156 to R/W for the Route 5/74 interchange (#4102), from \$29,852 to \$32,008 in 2008-09.
- San Bernardino. For the Chaffey College Transcenter (#???), decrease PS&E from \$915 to \$610 and add environmental for \$305, both in 2008-09.
- San Bernardino. Add \$4,400 construction in 2008-09 for Route 10 auxiliary lanes and ramp widening at Cherry, Citrus and Cedar Avenues (#137M). This project was included in the adopted CMIA program and amended into the RTIP by SANBAG on June 6, 2007.
- San Bernardino. Divide programming for Route 215 HOV lanes, Route 10 to Route 30 (#247D) into segments, consistent with CMIA funding plans:
 - Segments 1 and 2 (#247P): \$677 environmental, \$13,375, PS&E, \$24,705 R/W, and \$3,444 R/W support, all in the prior year; \$162,900 for construction with implementation by SANBAG in 2008-09.

- Segment 5 (#247N): \$1,229 R/W and \$105 R/W support in 2007-08.
- Remaining prior corridor costs (#247D): \$8,323 PS&E, \$33,672 R/W, and \$4,676 R/W support.
- San Bernardino. Divide programming for Route 210 new freeway, Los Angeles County Line to Route 215, consistent with the CMIA funding plan:
 - Route 210/215 connectors (CMIA project, #194Q): \$8,437 R/W and \$2,000 R/W support in the prior year; \$57,967 construction in 2008-09.
 - Remaining prior corridor costs (#193S): \$211 environmental, \$5,720 PS&E, \$96,127 R/W, and \$1876 R/W support.
- San Diego. On Route 52, split the segment from Cuyama Street to Route 67 (#260F) into units, with preconstruction programming for the entire segment (unit 5, #260F) programmed for \$7,451 PS&E, \$21,228 R/W support and \$9,395 R/W support. Unit 5A, from Magnolia Avenue to Route 67 (#260G) is programmed for \$78,996 in 2007-08, with \$75,323 for construction and \$3,673 for construction support. Unit 5B, from Cuyama Street to Magnolia Avenue, is not programmed for STIP funding.
- San Luis Obispo. For the Route 46 widening, Whitley 1 segment (#226C), add \$600 to R/W (to bring the total to \$4,500) and \$600 to construction support in 2009-10 (to bring the total to \$3,000). These amounts are consistent with the baseline totals in the project CMIA agreement.
- San Luis Obispo/Santa Barbara. For the Route 101 Santa Maria Bridge widening (#4459), add \$386 in 2007-08 from the county share of each of the two counties (\$286 PS&E, \$20 R/W, and \$80 R/W support).
- San Luis Obispo/Santa Barbara (Interregional Program). Add \$1,300 in 2007-08 for the San Luis Obispo/Santa Barbara Route 101 Santa Maria Bridge widening (#4459), as proposed in the ITIP (\$1,000 for PS&E, \$60 for R/W, and \$240 for R/W support).
- San Mateo. Delete the Tilton and Poplar Avenue grade separations (#1003G), programmed in the 2006 STIP for \$20,103 in 2007-08. Change the \$900 construction for the BART Daly City station (#???) from 2009-10 to 2007-08. Change the construction for the Caltrain South San Francisco station and access improvements from \$9,139 in 2010-11 to \$19,203 in 2008-09.
- Santa Clara. For the Capitol light rail extension to Eastridge, change the \$57,540 for construction from 2010-11 to 2009-10.
- Santa Clara (Intercity Rail). For the Capitol Corridor, San Jose to Santa Clara 4th track (#2008), change \$20,600 construction from 2007-08 to 2008-09.
- Santa Cruz. For Route 1 auxiliary lanes, Morrissey Blvd to Soquel Drive, change \$2,150 in 2009-10 from construction to construction support, to be consistent with CMIA funding agreement.
- Solano. For Route 12 Jameson Canyon widening (#367D), change Solano county share programming of \$7,000 from R/W and construction support to \$7,000 construction in 2009-10, to agree with CMIA project agreement.
- Solano. For the County Jepson Parkway Vanden Road widening (#5301), change environmental in 2007-08 from \$500 to \$1,837 and delete \$1,337 PS&E in 2008-09.
- Solano. For Vallejo Baylink ferry maintenance facility, change \$2,000 construction from 2009-10 to 2008-09.
- Stanislaus. For Route 219, phase 1B (#9940), change total from \$32,780 to \$35,020, with \$1,520 for environmental, \$2,000 for PS&E, \$28,000 for R/W, \$3,260 for R/W support (all in prior year), and \$240 for construction in 2007-08. For Route 219, phase 2, change total from \$31,687 to \$29,447, with \$2,000 PS&E, \$17,000 R/W, and \$3,500 R/W support, all in 2007-08, and \$4,947 construction

and \$3,500 construction support in 2009-10. These changes are consistent with the CMIA funding agreements for the projects.

- Stanislaus. Delete \$7,058 programmed from the county share for the Route 120 Oakdale Bypass. Add \$3,744 in cost increases for the Route 99 Whitmore Avenue interchange: increasing environmental by \$24 (from \$580 to \$604), by \$3,000 (from \$20,404 to \$23,404) and construction support by \$720 (from \$3,280 to \$4,000). Construction remains in 2007-08.
- Stanislaus (Interregional Program). Delete the \$22,169 programmed from the interregional share for the Route 120 Oakdale Bypass that was not grandfathered from the 1996 STIP. The remaining programming is \$68,777, including \$17,755 R/W in 2008-09 and \$51,022 construction in 2010-11.
- Tehama. For the Route 5 South Avenue interchange, reduce R/W by \$227 (from \$1,470 to \$1,243) in 2007-08. Add \$227 to supplement construction for the Tehama County Lake California Drive Bridge replacement (from \$165 to \$392). This project was programmed in 2005-06, received an extension to June 2007, and is scheduled for vote in June 2007.
- Tulare/Fresno (Interregional Program). Delete \$2,000 PS&E proposed for Tulare/Fresno Route 99 Goshen/Kingsburg 6-lane (#6480). The PS&E is being funded through the Route 99 Bond program.
- Tuolumne (Interregional Program). For the Tuolumne Route 108 East Sonora Bypass, Stage 2 (#21B), increase R/W by \$118, from \$7,552 to \$7,670.
- Ventura. Add \$6,281 in 2008-09 for the Route 118 Rocky Road on and off ramps (#2972), including \$5,800 construction and \$481 construction support.
- Yuba (Interregional Program). On the Yuba Route 70 Motorplex/Algodon interchange to be implemented by Yuba County (#9725B), changes \$5,570 construction from 2010-11 to 2007-08, to match the RIP programming for the same project.